









known as the "Hôtel de l'Univers," at present being converted into a family hotel. The application being unopposed was granted unanimously.

To-day several very interesting and satisfactory trials were made on the Praya with the new manual fire engine, the arrival of which was mentioned in our last night's issue. After 100 feet of hose had been attached to each side of the engine, thirty-two men were set to work it. Two jets of water, each of an inch in diameter at the nozzle, were thrown a height of 90 feet at an angle of 85 degrees. This exceeds the distance which the other engines possessed by the Nam Pak Hong are able to throw jets by about 12 feet. When the nozzle is held horizontally the jets can be thrown a distance of 147 feet. These results are most satisfactory, and the Nam Pak Hong Merchants are, we believe, highly pleased with their new purchase.

From Manila papers received to-day, we learn that our surprise of Saturday evening, that the American ship *Adam Simpson* was the vessel whose crew had arrived in Manila just as the *Amatista* left, was correct. The Manila papers do not contain any particulars of the disaster except that the vessel was lost on a reef in Honda Bay. Her crew were brought to Manila by the steamer *Gravina*, which also had on board a boat and its crew belonging to the *Lucan* which had been assisting in the saving of the cargo of the *Adam*.

The *Adam Simpson* was sold by public auction at Manila on the 4th instant. The hull was knocked down to Captain Conner, of Hongkong, for \$1,020; the cargo of sugar to the same gentleman for \$60; and 20 tons of apparel and various effects belonging to the captain for \$13 to Mr Antonio Rocho.

No news of the whereabouts of the *Huay-pien* had been received at the office of the China Merchants' Company here up to a late hour this afternoon. There were \$36,000 in treasure on board the vessel. It has been reported that a large number of soldiers were also taken on board at Shanghai, and the conjecture has been circulating that possibly these "braves," having no stomach for fighting the French, and getting cash down to hopes of payment, had taken possession of the vessel and run her into some convenient bay. This conjecture is, however, knocked on the head by the fact that there were no soldiers on board. Another conjecture is that another affair, something after the manner of the *Spark* tragedy, had been enacted, the supposition being that a number of desperadoes, knowing that the *Huay-pien* was to carry down treasure, took passage in her, and have made themselves masters of the vessel while on voyage. It is quite certain that a serious mishap of some kind has occurred to the vessel. She left Shanghai ten or eleven days ago, and has not apparently since been seen from a single vessel, although steamers are always voyaging between here and the model settlement.

The S. S. *Lexington* was loading a cargo of Government rice at Nagasaki for Europe. The British schooner *Catherine Marlen*, which left Nagasaki on Dec. 23rd, is reported to have been wrecked on the following day with loss of sail.

In 1883, it will be remembered, the Australian cricketing team made no appearance at Lord's. Next year they are to play there three times. With its unvarying open-handed liberality in all matters of sport, the M.C.C. give the use of their ground on these three occasions absolutely for nothing. There is a very important proviso, however, in paying this grant, but it only renders it more valuable in the eyes of English cricket-ers. The condition is that the charge to the public for entering the ground shall not exceed sixpence.—*World*.

The following telegrams are cut from Australian papers:

Adelaide, Dec. 20.—The Rev. Mr. Turnbull, captain of the Christian Crusaders, has been adjudged insolvent. At the first meeting of his creditors some very ugly disclosures were made. The insolvent received a salary of £5 weekly, yet had no assets.

The execution of O'Donnell created immense excitement in America, among Irish sympathizers, and American Fenians are threatening vengeance against British officials.

A strong body of police is again guarding Hawarden Castle, Gladstone's residence.

On the 27th October last we stated that according to the latest news received privately from Manila, the governor there had arrested several well-to-do natives on the information that they were implicated in a contemplated rising against Spanish rule. Nothing more was heard of the matter. It is evident, however, from the home papers to hand by the last mail, that there was a considerable amount of truth in the report. Telegrams from Madrid, published in England on the 28th and 29th November, state in effect as follows:—

A conspiracy has been discovered in the Philippine Islands, and has induced the Governor of the Archipelago, Marshal Jovellar, to arrest many native officers, priests and other persons who are said to have formed associations with a view to promoting a rising against the authority of Spain. They were to have surprised the authorities and the barracks at Manila and the principal stations, in a similar attempt years ago. Private admissions say that much excitement prevailed in the Colony. The local press, like some of the Madrid papers, attribute the disaffection of the native population to German influences. The Spaniards for years have supposed that Germany harboured disaffection in the Colony. Much of the trade is in German hands. No great importance is attached to the matter, however.

The first Korean-owned trading vessel to visit Japan, the *Ko-hoku Maru*, a schooner of 87 tons, arrived at Nagasaki on Dec. 25th from Gouan, with a general cargo, consisting of hides, seaweed, linen, gall-nuts, etc. She is commanded by a Japanese captain, with a crew of thirteen Koreans. It is reported that she left Gouan on the 20th September, which seems almost incredible, unless she has since that time been occupied in collecting her cargo along the coast.—*Nagasaki Express*.

Vice-Admiral Dowell is the right man just now as Commander-in-Chief in Chinese waters. As a midshipman, he earned the China medal and clasp, and after distinguishing himself at the siege of Sebastopol he was at the capture of Canton in 1857. His wounds and services secured promotion for him, but he was again entitled himself to official honours seven years later in the Straits of Shimonoseki. It is not necessary, however, to mention his other honourable experiences, or even to recall to mind the part he took in the Egyptian War. He is a man of ripe knowledge, a firm and courageous officer, a representative whom no diplomatist could readily outwit. He always has the most complete knowledge of the situation, and with a native talent for smoothing away difficulties, he bears the official reputation of being able to avert misunderstandings that are not intentional, and on the other hand, of being equal professionally to any possible emergency. He will certainly want all his wits about him; for even with a war between China and France possible, and with fanatical attacks upon European residents in different parts of that empire probable, he will have at his disposal a miscellaneous lot of native crafts, nearly all of an obsolete type.—*World*.

The Swatow correspondent of the *Amoy Gazette* writes as follows, under date of 26th December:—On Monday the 24th instant at about 5.30 p. m. the steamer *Albany* of the Douglas Steamship Company left this port for Hongkong. It was blowing strong at the time with a good sea on. When near the Cape of Good Hope the steering gear gave way, the anchor was let go, but the wind and high seas caused the anchor to be of little avail and the steamer was driven on to the rocks about half way between Sugar Loaf and Cape of Good Hope. Light-houses where the sea is hard, leaving only the bridge and rigging clear when the tide is in. Soon after getting on shore the boats all went to pieces, except one, into which the third officer, two seamen and six passengers entered. This boat was a small one and appears to have sunk soon to pieces. In such a sea and amidst rocks and breakers no ordinary boat could possibly have lived. Considering what a strong wind and high seas there was to attempt to make the way to Swatow, or to either of the light-houses was a mistake. Two dead bodies were seen on the beach yesterday morning. The Pilots of Double Island were on the spot to render assistance the following morning (Xmas day), and took twenty-one persons off in Capt. Pierard's boat. Capt. Lindlander also rescued nine persons from the stranded vessel. The light-house keeper at the Sugar Loaf seems to have seen the steamer stop and turn, and also burn blue-lights and send up rockets, but he had no means of making known this disaster. Mr. Scott, who has only a small sampan which he tried to launch but which was turned over every time, the water was so rough. He heard the guns fired, but could render no assistance, even to make it known to the people living on Double Island. Capt. Pierard saved a few things and whilst he was on board the sea carried away the door of the engine-room and several other things. The mail was fished up to-day, and a steam-launch is going to and fro with Pilot and other boats to save what they can. A considerable amount of treasure was in her. Two Europeans were seen on shore very early on the 26th and are supposed to have been missionaries. The steamer *Chi Yuen* left about the same time as the *Albany* as the keeper of the light-house at Sugar Loaf was watching them.

The same correspondent, writing two days later, says:—The body of the late third officer of the S.S. *Albany* was found jammed in amongst the rocks near the wreck. The natives had stripped the body, as it was supposed that he had a lot of money in his possession at the time he was drowned. The funeral took place yesterday evening when a number of residents and crews of the various steamers in port attended at the Cemetery.

Salvage operations have begun on the wreck.

NOTES FROM THE METROPOLIS.

(From Our Own Correspondent.)

London, Nov. 30th.

I hear Mr. Augustus Harris does not intend in the future to act in his Drury Lane piece. Hereupon we all draw a sigh of relief. The Christmas pantomime is to be "Cinderella," and if wholesome and scathing criticisms had not shown our dramatic Whitley that the public scarcely appreciates his taking a most prominent and all engrossing part in his plays, we might have been treated this Christmas to this fat little Israelite as the Prince, in fact, undoubtedly we should. I was at Drury Lane last Friday. It was the Royal Box to which I had been invited, though royalty did not occupy it that evening. Its size is commodious, but two steps at about a distance of three feet from each other are scarcely conducive, in the gloomy light, to a graceful entrance. I recovered from the first step, but the second proved my ruin and precipitated me further prematurely at the feet of a very charming young lady. For such a piece I should have preferred the centre of the dress circle. We saw far too much, and there was one scene which would have looked grand from a distance. Our attention and the illusion were also disturbed by the scene-shifters at the sides shaking the long strips of cloth up and down to represent the waves.

In these days of long distance feasts it is curious that long rowing matches against time have so entirely dropped out of fashion. The *Fiddlers* gave an account of a rowing boat in 1822, manned by Lord Kilmorey and five servants, having pulled from Oxford to London in a day. They

started at three in the morning, and Westminster Bridge was reached a minute before 9 o'clock at night, which hour was named in the wager for the completion of the journey. In 1824 the *Gaia* is six-oared crew actually performed the distance in a little over an hour. They were bound to be in by seven o'clock and reached Westminster, greatly distressed, at a quarter to that hour. The distance is 118 miles.

In the next batch of Australian cricketers coming over here are two men who are not strangers to us. Cooper is a most destructive bowler; able to put an extraordinary amount of work on a ball when bowling on a dry wicket. He gives the same spin on a ball that Roberts and other "hand" players put on to a billiard ball, sometimes giving a slow leg ball, which curls in the air and comes in a couple of feet from its pitch. Evans, the other stranger, is said to be the best all round sportsman in Australia. He stands over 6 feet, is 30 years of age, is a fine shot, rider, runner and jumper; is a marvellously fast and sure field, can bowl all day and keep the ball down on the wicket; is an excellent batsman and the best thrower for accuracy over seam. *Asiatic and Austral* gives other interesting particulars of the team we shall have among us next year.

A propos of "the death by hornet stings" in my last, I remember when I was in India ordering some coolies to saw up a fallen sugar palm for flower pots. On my return from breakfast one of the Kanjaris warned me not to go near the spot, but I did not quite understand him and went on. A swarm of bees had either been located in the freshly fallen tree, or were attracted by the sweet sap. Before I had time to retire the insects were upon me. I made a short stand, broke my umbrella, lost my helmet and then, fairly mad with the pain, bolted as hard as I could. My pursuers kept up with me until a hard run of a mile brought me to my bungalow, where I got safe beneath the mosquito curtains, my sole idea of refuge. I learnt a lesson then the Singalese told me that had I simply opened my umbrella and kept it close down over my head not a bee would have come under it. The truth of this I proved on a similar, subsequent occasion. Neither will they enter my covered place; even an open cattle shed I found a refuge once.

A friend of mine, a young doctor in practice at the West end of the town, took a couple of rooms in the City and at first commenced by being there for one hour a day. After a time he found that this was insufficient and devoted two, later three and now he attends four hours each day. He is a clever young fellow with a very nice manner and his City practice is increasing rapidly. There is enterprise and he is deservedly rewarded. His fee is 7s. only, which differs considerably from the heavy fee exacted by West end practitioners.

I hear that the stock-broker whom I lately mentioned as having made a large fortune in a month, has, upon retiring from business, presented each of his clerks with five years' salary. This is liberal and kind. With such a lump sum down, these fortunate employees should not find it difficult to make a start on their own account.

More than one man home from abroad for some time has remarked to me how the free and easy custom of chatting to anybody you may meet, which distinguishes you upon arrival, wears off as your residence in England lengthens. I have noticed this myself. I was in the same omnibus driving up the Strand one evening with a colonist from New Zealand who was on the most familiar terms with everybody, and he not only informed the occupants of the humble but informal conveyance where he came from, what his occupation was, the place he had made and other details, but he discussed the metropolis and its various improvements with much gusto and great intelligence. He was just going to his first theatre for six and twenty years and he heartily shook hands all round on descending at the Adelphi where "In the Ranks" would give him a realistic feast upon which I doubt not his approximate neighbours would hear his views.

Some men leave this life under extraordinary circumstances. A pianoforte tuner at Chester has left the following record of his last words. "Murdered by a thing called a wife and her children. Yankee Doodle. Church of Christ. Goodbye. Gone to Heaven." He was found dead in an empty house suspended from the banister.

Mr. Sims Reeves appeared at the Promenade Concerts on Saturday, the closing day. When accepting his engagement he pointed out that the promenade should be stopped. I went to Covent Garden when he sang before, and having paid my 2s. for entrance, double the usual charge, I found my share in hearing the great tenor consisted of catching a few of the top notes of "My pretty Jane" from the only vacant spot—the drinking lounge at the back of the orchestra. As being jostled by pallid masher and accosted by ladies, even unto the mature side of forty, was scarcely my object in paying that sum known to the lower classes as a "dollar" retired.

Mr. Henry Hayman of the Date Coffee Company celebrity has been in the mill of cross examination this week. He appears to have had some ups and downs, and Mr. Russell, Q.C. made the details public enough, suddenly stating to the judge that "he wished to show up this gentleman." The searching questions asked as to how he lived and concerning his income were scarce-

ly palatable to this champion company-monger. The revelations should be of a character to interfere with any such attempts to bamboozle the public, but there are fools galore in this world, and if any fool bought one tin of the concoction, or one in a thousand bought one of the shares, the business would not languish. Nor did it for a time. In the case I am now speaking of, it has been decided that the prospectus of the French Date Coffee Company was fraudulent, and Mr. Hayman has had with his colleagues to refund the money of the suing shareholder. How much more of his gains will Mr. Hayman disgorge without retiring to America.

There has been quite an epidemic of absconding secretaries and managers of Banks of late. Now there is a warrant out for the apprehension of Mr. James Davis, late secretary of the London and San Francisco Bank. £50,000 is the amount of his deficiencies. He returned to the Bank after luncheon to find that he was suspected; he took the matter very coolly, and before venturing any explanation substituted his office coat for the one he was wearing, put on his oilskin, leaving his silk hat on the peg, went downstairs, apparently to bring up some documents to decide the mystery, and never returned. He had been a trusted and confidential servant of the Company for many years, was well known in the City and at Battersby, where he rented a large villa. He is married, has a numerous family, who at the time of his disappearance were away from London at Sandgate.

Fifteen years' penal servitude should be worse than death to Burgan, late manager of the Union Bank, Birmingham. And he really merits the terrible fate which has overtaken him. Sinning against all light and knowledge, a gentleman by education and position, he should have, if without higher motives, gauged the cost of such infringement of the law, and found it wanting. The severity of the sentence shows what Warden and Waiters have before them.

## CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, Jan. 8th, 1894.

DEAR SIR:—Will you kindly inform me if there is any truth in the rumour, which I have heard among Chinese here, to the effect that the Black Flags have re-occupied Sontai and its out-works? The report is that the French have been turned out by their own baggage, and this news may have reached here by the native news, possibly from the West River. It is the delay in the arrival of the *Nam-sun* due in any way to such an event? I fancy we have yet something important to learn about the Sontai business, but time will show.

Your obedient servant,

W. MESNY.

(The above letter reached us too late to enable us to make any enquiries this evening as to the truth of the reports referred to, but we have not received any reliable information ourselves corroborative of such reports.—*Ed. C.M.*)

## SUPREME COURT.

IN ADMIRALTY.

(Before Sir G. Phillips, Chief Justice.)

Tuesday, January 8.

ROBERT WILSON v. BRITISH BARGE ALICE MARY.

MR. J. J. FRANK, instructed by Messrs Deunys & Messop, appeared for the plaintiff; and Mr. E. Mackean, instructed by Messrs Brereton, Wotton & Deason, represented the defendant.

In this case, the plaintiff claimed the sum of \$438 3/4, being wages, which he alleged were due to him by the defendant, a British barge, *Alice Mary*, of Sydney, for the services rendered by him as a seaman on board the said barge, from the 11th of 12 months. It was understood he was to act as second mate. The vessel arrived in Hongkong, when the Captain directed him to go ashore, and he was discharged on the 11th of 12 months. The plaintiff signed the articles of the *Alice Mary* in Sydney Harbour as boat-servant for two years on the 9th March, at £5.10s. a month, one of the conditions being that he was to be discharged on the 11th of 12 months. It was understood he was to act as second mate. The vessel arrived in Hongkong, when the Captain directed him to go ashore, and he was discharged on the 11th of 12 months. 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## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE S.S. ARABIC will be despatched for San Francisco, via Yokohama, with the option of calling at Honolulu, on Friday, the 14th January, at 3 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN Passengers—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare. Re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 99A, Queen's Road Central.

E. B. FOSTER, Agent.

Hongkong, December 28, 1883. 1293

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTES FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUVA, ISMADIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO BOMBAY.

ON TUESDAY, the 15th January, 1884, at Noon, the Company's S.S. A.Y.J., Commodore DUBOIS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 14th January, 1884.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 14th January, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

I. MARTIN, Agent.

Hongkong, January 4, 1884. 32

## Insurance.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Risks on First Class Goods at 1% per cent, net premium per annum.

## NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1% per cent, net premium per annum.

## NOTICE.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

## NOTICE.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The Third, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

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## Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns per two ounces.

Newspapers over four ounces in weight are charged as double of 6 cents. Two Newspapers must not be folded together as one, nor must anything be inserted except loose sheets of paper, or printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 6 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents. The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 3 inches by 4 inches by 2 inches.

Countries of the Postal Union. The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chile, Venezuela, Argentine, Uruguay, Ecuador, Trinidad, Guiana, Honduras, Bermuda, Labrador, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australian Group, and S. Africa.

Package to Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.

Post Cards, 5 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and Comm. Papers, 2 cents per 2 oz.

There is no charge on registered correspondence within the Postal Union.

Package to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Comm. Papers, 2; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, St. Helena, Ascension, India, Letters, 15; Registration, 10; Newspapers, 2; Books and Patterns, 2.

LOCAL POSTAGE.

General Local Rates.

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2. The following cannot be transmitted: Parcels insufficiently packed, or protected, or liable to be crushed (as handboxes, &c.), Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ico, Most, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship; not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of \$10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed:

1. No Letter or Packet, whether to be registered or not, can be received for postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs. Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Penalties for the Loss of a Registered Article. The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for more damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

## Chair, Jirricksha, and Boat Hire.

LEASED TARIFF OF CHAIRS, CHAIR DRIVERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half Hour, 10 cts. Hour, 20 cts.

Three hours, 50 cts. Four hours, 70 cts.

Day (from 6 to 6), One Dollar.

TO VICTORIA YEAR.

Single Trip.

Four Coaches, \$1.00.

Three Coaches, 0.85.

Two Coaches, 0.70.

Return (direct or by Pak-fu Lam).

Four Coaches, \$1.60.

Three Coaches, 1.20.

Two Coaches, 1.00.

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coaches, \$0.60.

Three Coaches, 0.45.

Two Coaches, 0.40.

Return (direct or by Pak-fu Lam).

Four Coaches, \$1.00.

Three Coaches, 0.85.

Two Coaches, 0.70.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coach will be entitled to an additional payment of 5 cents.

Day Trip (Peak), \$0.75 each Coach.

(12 hours) Gap, \$0.60 each Coach.

## Jirricksha.

Quarter of an hour or less, 5 cts.

Half an hour, 10 cts.

One hour, 15 cts.

Three hours, 25 cts.

Six hours, 35 cts.

One day (12 hours), 50 cts.

Per trip to Shaikwan or Pokfulam, from the centre of the Town, 35 cts.

Return, 25 cts.

Per trip to Aberdeen, from the centre of the Town, 25 cts.

Return, 25 cts.

If an Extra Coach is employed, there will be an addition of half the above scale to pay. Nothing in this scale prevents private agreements.

## Licensed Barbers (cash).

Hour, 10 cents.

Half day, 35 cents.

Day, 50 cents.

## BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900 piculs, per Day, \$5.00.

1st Class Cargo Boat of 8 or 900 piculs, per Load, 2.00.

2nd Class Cargo Boat of 600 piculs, per Day, 2.50.

2nd Class Cargo Boat of 600 piculs, per Load, 1.75.

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day, 1.50.

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load, 1.00.

4th Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day, 50 cts.

## Sampans.

or Pullaway Boats, per Day, \$1.00.

One Hour, 20 cts.

Half an Hour, 10 cts.

After 6 p.m., 10 cents extra.

Nothing in this Scale prevents private agreements.

## STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, 33 cents.

Half Day, 20 cts.

Three Hours, 12 cts.

One Hour, 5 cts.

Half Hour, 3 cts.

Nothing in the above Scale to affect private agreements.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.  
2. From Gas Works to the P. and O. Co.'s Factory.  
3. From P. and O. Co.'s Factory to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name	Flag	Reg.	Tons	Date of Arrival	Consignees or Agents	Destination	Remarks
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